63. P. W. D. works with special reference to Tiruvalla.

Mr. K. M. Mammen Mappillai (Member, Municipal Council, Tiruvalla) first referred to the unfortunate "Redeemer" disaster and the sad demise of Mr. Kumaran Asan and said that he was voicing the general belief that the canal officers were mainly responsible for that accident. He requested the Government to expedite the investigation in the matter and to mete out exemplary punishment to those who were at fault.

The Member represented that there were more hands in the P. W. Department than necessary, and that some further retrenchment could be effected in that department without detriment to efficiency. He hoped that the matter would receive the early attention of Government.

He then criticised the method adopted by Government in dealing with the P. W. needs urged by the members of the Assembly. At present estimates were prepared before funds became available, and those estimates were being allowed to lie over for a number of years without the works being taken up for execution. That was quite unsatisfactory. He suggested that the Government might first fix the amount to be devoted to public works for a year, and then prepare a cost report of the works that might be taken up that year. Estimates might then be prepared for those works, and such works as were ordered to be taken up should be completed within the year itself. He pointed out that the present policy of taking up new works before the incomplete works already commenced were finished led to much waste of public money and requested the Government not to start fresh works until those in hand were completed. The Member next said that the largest extent of ryots' roads ready to be handed over to the Government under the rules belonged to his taluk, and prayed that those roads might be taken up for maintenance by the P. W. D. as promised by the Government.

The Member next referred to the Tiruvalla Market canal. He said that it was originally proposed to open the canal from Tiruvalla to Changanachery-Puttun road. The P. W. D. had now begun the work from the Tiruvalla end, which was not useful. His prayer was that the work should be commenced from the Changanacherry end. As the work had been stopped owing to non-acquisition of lands, he prayed that the necessary lands might be acquired and the work finished as soon as possible.

He next represented that there were four chief bridges in the town in disrepair, *viz.*, (1) Pallipalam; (2) Peringarapalam; (3) Palippalam; and (4) Kannanchirapalam.

All those four bridges were highly necessary, as entrance into and egress out of the town were not possible without them. All the planks on the platform had gone out of use and walking on them was attended with danger. In regard to Pallipalam they had been told that some lands were being acquired with a view to some repairs being carried out. But the delay in the acquisition proceedings was so disappointing that serious doubts were being entertained about the completion of the repairs. The other bridges also were so indispensable that their construction could not be delayed any longer.

He also prayed that a bridge be constructed at Palattankuzhi, near Alamturutti on the Tiruvalla-Mavelikara road.

Lastly, he urged the need of constructing a canal from Kidayilvalavu near Pulkkilkadavu to Manippuzha. He said that that would not only afford good supply of water to the town, but also facilitate communication to Ranni, Aranmula and other places. The people of the locality were prepared to surrender the necessary lands free of compensation. The Member prayed that arrangements might be made for the early survey of the required area in consultation with the local people interested in that work.

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President's reply.—I associate myself with your remarks on the sad demise of Mr. Kumaran Asan. The report of the Enquiry Committee is awaited and the necessary action will be taken on receipt thereof.

Re : reduction of staff in the P. W. D. your suggestions are noted.

Regarding the Tiruvalla-Changanachery canal, I know that only one portion has to be done and that land has to be acquired for the purpose. The delay in this matter will be enquired into and the work expedited.

Re : the Pallipalam bridge, the work will be started in 1100. The acquisition of lands for the purpose to the extent of Rs. 6,000 will be completed this year.

As regards the bridges on the Tiruvalla-Mavelikara road, four crossings are provided with junghars and one bridge has been recently constructed, *viz.*, the one at the Alanturutti crossing.

As regards the provision of bridges at Manippuzha and Peringara your suggestion will be considered.

Regarding a bridge at Palattankuzhi, the necessary investigation is proceeding and provision will be made for the work in the next year's budget.

You suggest connecting the Manimala river with Manippuzha, and request that the necessary survey be conducted in consultation with the persons interested, in which case you point out that the lands required are likely to be given free of compensation. Your suggestion is noted. A survey will be ordered as requested.

64. Means of communication in Shertallai taluk.

Mr. Vinamsi Thomas (Member, Shertallai taluk) said that, when the other taluks were praying for luxuries, the representatives of Shertallai were only praying for the necessaries of life. Shertallai occupied the fourth place among the taluks of the State in point of population and it brought into the coffers of the State two lakhs of rupees by way of land revenue and eight lakhs as customs duty. The officers who visited the taluk did not go far away from the town and so they were ignorant of the pitiable condition of the inhabitants in the interior. There were very few means of communication. The place was notorious for infant mortality and illiteracy, and the people were steadily going down in economic welfare and political importance. The reason for all those evils might be traced to the want of proper means of communication.

The Member urged that, at the recent reorganisation of taluks, South Aryad, North Aryad, Mararikulam and other *pakuthies* were added to the Ambalapuzha taluk and a long portion of the Alleppey-Shertallai canal which was now under construction passed through those regions. It could not be argued that that portion of the canal was for the benefit of the people of Shertallai. The remaining portion of the canal was being opened mainly through uninhabited areas and hence it would not be useful to the majority of the people of Shertallai. If it should be made useful, branch canals had to be opened from the main canal towards the eastern and western extremities of the taluk. For the present the people would be satisfied with two such canals—one from Shertallai town to the sea-shore *via* Arattinkal, and the other from Mukamma to the sea-shore *via* the Mararikkulam temple. As no compensation had to be paid for the lands required for those branch canals and as the distance of the canals was not much, Government could carry out the works at a small cost.

The Member next urged that very few roads were metalled in Shertallai. He requested that the Shertallai-Alleppey road might be metalled as far as the northern boundary and made cartable. Of the village roads, the most important were the Tannirmukkam road, the Shertallai-Arattinkal road and the Mukamma-Mararikulam road. A portion of the Tannirmukkam road had been metalled, and he requested that the remaining portion might also be metalled. The construction of bridges on that road might be done in due course. The road from Shertallai to Arattinkal had been surveyed recently, but it was surveyed through Arattinkal. That

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